NOS CHART CATALOG CORRECTIONS

CHART CATALOG 2 Ed 2000 NEW EDITION
(NOS) 34/00

CHART CATALOG 4 Ed 2000 NEW EDITION
(NOS) 34/00

SAILING DIRECTIONS CORRECTIONS

PUB 157 8 Ed 2000 LAST NM 33/00

Page 19—Line 35/R; read:
Sangi Mal, the E extremity of the island. A DGPS station and ramark are situated on the S islet of Oryuk To.
(28(330)00 Inchon) 34/00

Page 32—Line 28/L; read:
light with ramark and DGPS are shown 0.2 mile N of the S extremity of **Chumunjin**
(27(323)00 Inchon) 34/00

PUB 162 4 Ed 1996 LAST NM 32/00

Page 277—Line 47/L; read.
brown cliffs. A light is shown 1.5 miles N of Northwest Head.
(21(724)00 Tokyo) 34/00

PUB 191 8 Ed 1996 LAST NM 33/00

Page 64—Lines 3 to 41/R; read:
Point, 9 miles ESE, is high and cliffy. Below-water and drying rocks extend up to 0.6 mile from the shore in places.

Grosnez Point and Banc Desorme were previously described with the W coast of Jersey. Les Dirrouilles, 4 miles N of La Coupe Point, is described in Sector 3.

Pierres de Lecq ou Paternosters (49˚17'N., 2˚12'W.), an extensive group of rocks, lies centered about 2.5 miles NE of Grosnez Point. Great Rock, 10m high, is located near the center of the group. It is the tallest and most prominent rock.

Flat Rock, which dries 10.4m, and Southwest Grune, with a depth of 0.3m, lie about 0.5 mile, respectively, WSW and SSW, of Great Rock. La Grun de Lecq, which dries 0.9m, lies about 0.5 mile SSE of Great Rock.

On the N side of the group, North Rock, which dries 9m, and East Reef, which dries 2.4m, lie about 0.5 mile, respectively, NNW and NNE of Great Rock. Northwest Reef, awash, lies about 0.9 mile WNW of Great Rock.

Plemont Deep separates Pierres de Lecq ou Paternosters from the N coast of the island.

Plemont Point (49˚16'N., 2˚14'W.) is located 0.8 mile E of Grosnez Point. It is surmounted by a conspicuous hotel. Another conspicuous hotel and a martello tower stand 1.3 miles SE of the point, at the head of a small bay.

Sorel Point (49˚16'N., 2˚09'W.) is located 2.7 miles E of Plemont Point. A main light is shown from a round tower, 3m high, standing on this point.

A prominent television tower, the top of which has an elevation of 232m, stands 1.2 miles ESE of the light.

Belle Houge Point (49˚15'N., 2˚06'W.), fringed by rocks, is the highest headland on the N coast. A conspicuous group of radio masts stands about 0.7 mile SSE of the point.

A conspicuous hotel stands near the head of Bouley Bay, 1.3 miles SE of the point.

Tour de Rozel lies 2 miles ESE of Belle Houge Point and is detached from the shore at HW. This conical white-washed rock is 37m high and prominent.

A conspicuous house, with a red roof, stands 0.5 mile SW of Tour de Rozel, at the E side of Bouley Bay. A conspicuous building, with a turret surmounted by a green conical roof, is situated at the extremity of Nez du Guet, a bluff, 0.4 mile SE of Tour de Rozel.
(BA NP 27) 34/00

Page 64—Lines 45 to 59/R; read:

Anchorage can also be taken closer inshore in depths of 7 to 9m about 0.8 mile W of Tour de Rozel, in Bouley Bay.

Anchorage, sheltered from S and W winds, can be taken in depths of 10 to 12m, sand and gravel, about 0. 4 mile offshore, 0.6 mile W of Belle Houge Point.

Anchorage can be taken in depths of 15m about 0.4 mile offshore, 1.2 miles WSW of Sorel Point Light.

Caution.—Dangerous wrecks (positions doubtful) are reported to lie about 1 mile NW of Tour de Rozel and at the E side of Pierres de Lecq ou Paternosters, about 1.7 miles N of Sorel Point Light.
(BA NP 27) 34/00

Page 65—Lines 1 to 8/L; strike out.
(NIMA) 34/00

Page 65—Lines 13 to 16/L; read:

It is reported that the turret is difficult to see, but that the hill on which it stands can be easily distinguished.

Coupe Rock, with a depth of 2.7m, lies about 0.5 mile E of La Coupe Point.

Saint Catherine Bay (49˚13'N., 2˚01'W.) lies between Verclut Point, located 0.6 mile SSE of La Coupe Point, and La Crete Point, 0.9 mile S. A breakwater extends about 0.4 mile ESE from Verclut Point. A light is shown from a framework structure, 9m high, standing on the head of this breakwater.

Saint Catherine Bank, consisting of mud and drying rocks, extends up to about 0.9 mile seaward from the middle part of the bay.

Archirondel Tower stands on the shore of the bay, 0.3 mile NNW of La Crete Point, and is prominent.

Mont Orgueil Castle stands 0.6 mile S of La Crete Point and is conspicuous. It is
(BA NP 27) 34/00

Page 65—Lines 20 to 21/L; read:

Gorey (49˚12'N., 2˚01'W.), a small harbor, lies at the N end of Grouville Bay. It is formed by a pier extending SW

PUB 191 (Continued)

from the foot of Mont Orgueil Castle. The harbor dries and is used by pleasure craft and, in summer, small ferries. The approach channel is indicated by a lighted range. Local knowledge is required.

Grouville Bay extends between Mont Orgueil Castle and La Rocque Point. Its shore consists of white sand backed by a seawall. A sandy bank, the S part of which has numerous rocks, encumbers the bay and extends up to about 1.3 miles seaward. The outer dangers are marked by beacons and buoys.

(BA NP 27) 34/00

Page 65—Lines 31 to 38/L; read:

roadstead provides safe anchorage for vessels in depths of 9 to 15m, gravel and shells, about 1 mile ESE of Mont Orgueile Castle.

Large vessels can anchor E of Banc du Chateau in depths of 18m about 2.5 miles E of Mont Orgueil Castle. Another berth lies in a depth of 21m about 0.9 mile ENE of the head of the breakwater extending from Verclut Point, but clear of the disused cables.

Caution.—A submarine power cable extends seaward from the S part of Saint Catherine Bay and several disused submarine cables extend seaward from the shore, 0.3 mile NE of Verclut Point.

(BA NP 27) 34/00

Page 65—Lines 51 to 55/L; read:

within the 30m curve. It has been reported that the island of Guernsey is radar conspicuous.

Pilotage.—Pilotage is compulsory except for those vessels exempted by law. The pilotage zone consists of an area bound by a line joining the following:

1. Saint Martin's Point (49˚25'N., 2˚32'W.).
2. Lower Heads lighted buoy (49˚26'N., 2˚28'W.).
3. Southeast coast of Herm.
4. Grande Amfroque (49˚31'N., 2˚25'W.).
5. Grandes Brayes (49˚31'N., 2˚30'W.).
6. Fort le Plomb (49˚31'N., 2˚31'W.).

Vessels should inform Saint Peter Port coast radio station on VHF channel 20 of their confirmed ETA at least 4 hours before arrival. Vessels should report to Port Control or Pilots on VHF channel 12 when approaching the pilotage zone.

Pilot boats are stationed at Saint Peter Port and Saint Sampson. Pilot boarding positions are dependent on the weather and are made by arrangement with the pilots. If the pilot is unable to board due to rough weather, the pilot boat will lead the vessel to the destination.

Vessels over 18m in length should contact Port Control prior to entering or leaving the harbor.

The VHF channel 12 output power is restricted to only cover the pilotage zone. If difficulty is experienced in contacting Port Control, vessels may send messages through Saint Peter Port coast radio station on VHF or MF.

(BA NP 286) 34/00

Page 65—Lines 1 to 4/R; strike out.

(NIMA) 34/00

Page 65—Line 8/R; read:

strong tidal currents setting toward the island.

The dangers lying off the N coast of Guernsey are located close to the coastal shelf and soundings may give little warning of their locations.

(BA NP 27) 34/00

COAST PILOT CORRECTIONS

COAST PILOT 2 30 Ed 1998 Change No. 18
LAST NM 28/00

Page 128—Paragraph 129, lines 3 to 6; read:

to the town wharf at Hyannis, at the westernmost end. In March 1998-March 1999, the controlling depths were 11 feet (12 feet at midchannel) to the anchorage basin, thence 10 feet in the basin, thence 12 feet to the town wharf. The channel is ...

(BPs 169754-58; CL 1848/99) 34/00

Page 137—Paragraph 47, lines 1 to 3; read:

In October 1991-March 1992, the controlling depth was 10 feet at midchannel to Menemsha Basin, thence 1½ feet could be carried to Menemsha Pond, thence 5½ to 10 feet was available in the larger northwestern ...

(BPs 155773-74; CL 642/95) 34/00

Page 159—Paragraph 185, line 6; read:

the controlling depths were 4 feet at midchannel to the mooring basin east of ...

(CL 1009/95; BP 156382) 34/00

Page 233—Paragraph 419, lines 11 to 18; read:

1995, the controlling depths were 12 feet (15 feet at midchannel) through the bay channel to the turning basin, thence 13 to 15 feet in the turning basin and 6 feet in the anchorage basin, thence 14 feet at midchannel to the Northern Boulevard bridge, thence shoaling to less than 1 foot to the I.R.T. railroad bridge. Flushing Bay is mostly shallow, with depths of less ...

(BPs 154796-803; CL 348/95) 34/00

COAST PILOT 7 31 Ed 1997 Change No. 38
LAST NM 33/00

Page 77—Paragraph 1144, line 3; read:

tons unless otherwise authorized with the written permission of the Captain of the Port.

(FR 6/16/98; CL 979/98) 34/00

Page 78—Paragraph 1215, line 3 to Paragraph 1217; read:

end boundaries of which are semicircles, with a radii of 500 yards and center, respectively at

37˚42'37"N., 122˚19'48"W.;

37˚43'29"N., 122˚19'48"W. (NAD 83); and the side boundaries of which are parallel tangents joining the semicircles. A forbidden anchorage zone extends 667 yards out from the perimeter on each side.

(FR 6/16/98; CL 979/98) 34/00

COAST PILOT 7 (Continued)

Page 135—Paragraph 3309; read:

(v) (Reserved)

(CL 174/00; FR 1/26/2000) 34/00

Page 135—Paragraph 3311; read:

(1) *At Bonneville Lock and Dam*. The water restricted to all vessels, except Government vessels, are described as all waters of the Columbia River and Bradford Slough within 1,000 feet above the first powerhouse, spillway, and second powerhouse (excluding the new navigation lock channel) and all waters below the first powerhouse, spillway, second powerhouse, and old navigation lock. This is bounded by a line commencing from the westernmost tip of Robins Island on the Oregon side of the river and running in a South 65 degrees West direction a distance of approximately 2,100 feet to a point 50 feet upstream of the Hamilton Island Boat Ramp on the Washington shore. Signs designate the restricted areas. The approach channel to the new navigation lock is outside the restricted area.

(CL 174/00; FR 1/26/2000) 34/00

Page 135—Paragraphs 3314 to 3318; read:

(4) *At McNary Lock and Dam*. The waters restricted to all vessels, except to Government vessels, are described as all waters commencing at the upstream end of the Oregon fish ladder thence running in the direction of 39˚28' true for a distance of 540 yards; thence 7˚49' true for a distance of 1,078 yards; thence 227˚10' for a distance of 468 yards to the upstream end of the navigation lock guidewall. The downstream limits commence at the downstream end of the navigation lock guidewall thence to the south (Oregon) shore at right angles and parallel to the axis of the dam. Signs designate the restricted areas.

(5) *At Ice Harbor Lock and Dam*. The waters restricted to all vessels, except Government vessels, are described as all waters within a distance of about 800 yards upstream of the dam lying south of the navigation lock and bound by the line commencing at the upstream end of the guidewall, and running a direction of 91˚10' true for a distance of 575 yards; thence 162˚45' to the south shore, a distance of about 385 yards. The downstream limits commencing at the downstream end of the guidewall; thence to the south shore, at right angles and parallel to the axis of the dam. Signs designate the restricted areas.

(6) *At Lower Monumental Lock and Dam*. The waters restricted to all vessels, except Government vessels, are described as all waters commencing at the upstream of the navigation lock guidewall and running in a direction of 46˚25' true for a distance of 344 yards; thence 326˚19' true for a distance of 362 yards; thence 243˚19' true for a distance of 218 yards; thence 275˚59' true to the north shore a distance of about 290 yards. The downstream limits commence at the downstream end of the navigation lock guidewall; thence to the north shore, at right angles and parallel to the axis of the dam. Signs designate the restricted areas.

(7) *At Little Goose Lock and Dam*. The waters restricted to all vessels, except Government vessels, are described as all waters commencing at the upstream of the navigation lock guidewall and running in a direction of 60˚37' true for a distance of 676 yards; thence 345˚26' true to the north shore. The downstream limits commence 512 yards downstream and at right angles to the axis of the dam on the south shore; thence parallel to the axis of the dam to the north shore. Signs designate the restricted areas.

(8) *At Lower Granite Lock and Dam*. The waters restricted to all vessels, except Government vessels, are described as all waters commencing at the upstream of the navigation lock guidewall thence running in the direction of 131˚31' true for a distance of 608 yards; thence 210˚46' true to the south shore, a distance of about 259 yards. The downstream limits commence at the downstream end of navigation lock guidewall; thence to the south shore, at right angles and parallel to the axis of the dam. Signs designate the restricted areas.

(CL 174/00; FR 1/26/2000) 34/00

Page 173—Paragraph 183, lines 5 to 6; read:

Channel and Santa Barbara Channel to Point Arguello. (See charts 18022, 18740, 18720, 18725, 18746, 18721.) This Traffic Separation ...

(CL 691/00) 34/00

Page 185—Paragraph 484, line 1; read:

Port Hueneme is an inland basin, about 1,400 feet long ...

(CL 660/00) 34/00

Page 185—Paragraph 489, lines 1 to 5; read:

In April 2000, the reported controlling depth was 35 feet in the entrance channel and basin, except for shoaling in the N and NW ends of the basin. The narrowest width of the entrance channel is 300 feet. However, ...

(CL 660/00) 34/00

Page 185—Paragraph 491, line 5; read:

The harbor is not affected by tidal streams or currents, however, cross currents do occur near the entrance to the harbor, and are not predictable.

(CL 660/00) 34/00

Page 185—Paragraph 492, lines 6 to 12; read:

Harbor district does not maintain pilots. Requests for pilots may be made by calling the Port Hueneme Pilots Association, telephone 805-984-4933. Pilots are available on a 24-hour basis and board vessels from a tug at a point 1.5 to 2.0 miles from the seabuoy. When ...

(CL 660/00) 34/00

Page 185—Paragraph 493, line 2; read:

starboard while inbound, port side outbound) amidships, about 5 ...

(CL 660/00) 34/00

COAST PILOT 7 31 Ed 1997 Change No. 39

Page 257—Paragraph 179, lines 2 to 5; read:

45 feet over the bar and in the entrance channel, thence 38 feet in North Bay Channel to Eureka, thence 35 feet in the Eureka Channel outer reach and 26 feet in the inner reach.

COAST PILOT 7 (Continued)

Project depth in Samoa Channel, including the turning basin, is 38 feet, and in Fields ...
(CL 32/2000; CL 683/00) 34/00

Page 291—Paragraph 85, lines 8 to 10; read:
operate to the town of **Olney** on Youngs River at high tide.
(679/00) 34/00

Page 294—Paragraph 140, line 3; read:
of 187 feet. The bridge piers are marked by buoys and fog signals.
(CL 934/00) 34/00

Page 304—Paragraph 386, line 1; read:
Charts 18541, 18542, 18543.-McNary Lock and Dam, 254.5 ...
(DOLE 2000) 34/00

Page 304—Paragraph 387, lines 1 to 3; read:
Lake Wallula, the pool created by McNary Dam, provides slack-water navigation from McNary Dam to the junction with the **Yakima River**, a distance of about 37 (43) miles. Depths ...
(DOLE 2000) 34/00

Page 324—Paragraph 142, line 3; read:
Hook, a low and narrow sandspit 3 miles long, and the main ...
(CL 662/00) 34/00

Page 324—Paragraph 143, lines 9 to 10; read:
48˚07'25"N., 123˚23'00"W. A depth of 25 feet is off the easternmost pier on the waterfront, and a shoal with a ...
(CL 662/00) 34/00

Page 324—Paragraph 150, line 5; read:
Angeles is provided by the Puget Sound Pilots. They monitor VHF-FM channel 13. (See Pilotage, ...
(CL 662/00) 34/00

Page 324—Paragraphs 159 to 165; read:

Port Terminal No. 1 (48˚07'30"N., 123˚26'24"W.): 956-foot berthing space on N side with an additional 425 feet to dolphins; 610 foot berthing space on S side, 42 feet at the end; deck height, 17 feet; 17,000 square feet covered storage; 96,000 square feet open storage; shipment of general cargo, lumber, logs, pulp, and other forest products; berthing space for top side repair of large ocean going vessels.

Port of Port Angeles, Terminal No. 3 (W of Port Terminal 1): 480-foot berthing space; 41 to 45 feet alongside; deck height, 17 feet; receipt and shipment of general cargo, shipment of logs and lumber.

Privately operated facilities:

Black Ball Ferry Transport (48˚07'21"N., 123˚25'45"W.): Terminus of passenger and automobile ferry connecting Port Angeles and Victoria, B.C.; ferry makes two trips daily from March to May and October to January. From May to October it makes 4 trips daily. Visit "www.northolympic.com/coho" for the current schedule. Operated by Black Ball Transport, Inc.

Diashowa America, Port Angeles Mill Dock (48˚07'57"N., 123˚27'33"W.): 640-foot total berthing space with dolphins; 28 feet alongside; deck height, 10 feet; shipment of lumber; owned and operated by Merrill and Ring, Inc. **Note:** Vessels moor portside-to at this wharf; a tug is recommended for both docking and undocking.

Diashowa America, Port Angeles Barge Dock (48˚08'08"N., 123˚27'37"W.): 570-foot berthing space with dolphins; 36 to 40 feet alongside; deck height, 17½ feet; approximately 28,000 square feet covered storage; receipt of fuel oil for plant consumption; shipment of paper products; owned by Diashowa; operated by Diashowa America and BP Marine Americas. A 25-foot shoal is charted about 100 feet E of the face of the Wharf; a tug is recommended when undocking.
(CL 662/00; PS 37/98) 34/00

Page 325—Paragraph 168; read:
Repairs.-Port Angeles has several companies and facilities to perform major topside repairs to large oceangoing vessels; the nearest drydocking facilities are in Seattle/Tacoma, WA.
(CL 662/00) 34/00

Page 325—Paragraph 169, lines 10 to 14; read:
marine railway that can handle craft to 200 tons; a 75-ton lift is also available. Hull and engine repairs can be made at the yard, and electronic repair work can be arranged. The **harbormaster** controls the moorings in the basin.
(CL 662/00) 34/00

Page 325—Paragraph 178, lines 20 to 21; read:
end of the bay. A seasonal mooring float is at the park.
(CL 662/00) 34/00

Page 338—Paragraph 349, line 4; read:
tides. In March 2000, two shoal spots were reported E of the ledge. The first shoal was about 550 yards E in about 48˚26'58"N., 122˚47'13"W. with a depth of about 7 fathoms. The second shoal about 700 yards E in about 48˚26'57"N., 122˚47'05"W. with a depth of about 8 fathoms.
(CL 516/00) 34/00

Page 339—Paragraph 373, lines 12 to 15; read:
other navigational aids mark the channel to Padilla Bay. In April-May 1999, the midchannel controlling depth was 10 feet from Skagit Bay to deep water in Padilla Bay, except for shoaling to 6 feet in the left half of the channel about 450 yards S of Swinomish Channel South Entrance Light 16.
(BPs 169151-162) 34/00

COAST PILOT 7 31 Ed 1997 Change No. 40

Page 348—Paragraph 41, lines 5 to 6; read:
marine supplies are available. A 35-ton travel lift and a launching ramp are available. Hull and engine repairs for

COAST PILOT 7 (Continued)

small craft can be made.
(CL 662/00) 34/00

Page 349—Paragraph 43, line 9 to Paragraph 44, line 2; read:
are available. Three travel lifts with 60, 70, and 300-ton capacities are at the basin for launching and hauling out vessels. A launching ramp is at the NW end of the basin.

Supplies.- Gasoline and diesel are available at Port Townsend Boat Haven. Water, ice, groceries ...
(CL 662/00) 34/00

Page 349—Paragraph 45, lines 2 to 3; read:
made to large vessels. Travel lifts to 300 tons are available at Port Townsend Boat Haven; a 35-ton travel lift is at ...
(CL 662/00) 34/00

Page 349—Paragraph 50, lines 2 to 5; read:
landings with depths of 10 and 12 feet. The Port of Port Townsend maintains a mooring float during the summer. Gasoline is available in the town.
(CL 662/00) 34/00

Page 349—Paragraph 51, line 2; read:
Townsend Canal, has berths for over 155 craft; water and electricity ...
(CL 662/00) 34/00

Page 350—Paragraph 79, line 3; read:
Point No Point Light (47˚54.7'N., 122˚31.6'W.), 29 feet above the water ...
(3/00 CG13) 34/00

Page 355—Paragraph 130, lines 7 to 10; read:
height; the Seattle Tower; and the square-topped Seattle First National Bank building, distinguished from two other skyscrapers by its slightly taller height and black color.
(13/00 CG13) 34/00

Page 369—Paragraph 275, line 3; read:
Polnell Point. Polnell Point is wooded and ...
(1/00 CG13) 34/00

Page 387—Paragraph 556, lines 2 to 4; read:
A large marina in the East Bay has a 77-ton lift that can handle craft up to 90 feet long. Machine shops are in the city. For repairs to larger vessels, the nearest facilities are in Seattle, WA.
(CL 356/99) 34/00

Page 411—Paragraph 477, line 5; read:
point and vessels should give the cape a berth of about 1.5 miles.

Cape Halawa Light (21˚09'33"N., 156˚42'45"W.), 280 feet above the water, is shown from a steel pole with a concrete base.
(2/00 CG14) 34/00

Page 415—Paragraph 562, lines 1 to 3; read:

Channels.-A Federal project provides for a 45-foot Honolulu Entrance Channel from **Mamala Bay**, thence 40 feet in the main harbor basin. The project also provides for a 23-foot ...
(CL 965/00) 34/00

Page 415—Paragraph 562, line 7; read:
Basin has a 40-foot project depth with 40 feet in the Kapalama Basin. (See Notice to Mariners ...
(CL 965/00) 34/00

Page 441—Paragraph 10, line 1; read:

Chart 81004.-Mariana Islands.-The Mariana Islands are comprised of ...
(DOLE 2000) 34/00

Page 444—Paragraph 72, lines 2 to 3; read:
entered through a dredged channel. In March 1999, the channel had a controlling depth of 31 feet (40 feet at midchannel); thence 40 foot in the basin with shoaling to 13 feet in the E half.
(BPs 169004-011) 34/00

Page 444—Paragraph 82, line 4; read:
Lighted Buoy No. 3, course should be altered to **088˚** with the harbor ...
(CL 605/00; LL/99) 34/00

COAST PILOT 7 31 Ed 1997 Change No. 41

Page 185—Paragraph 485, line 4; strike out.
(NOS 18725) 34/00

Page 185—Paragraph 496, lines 2 to 4; read:
tug company. Requests for service may be made by telephone, (805) 986-1600. Tugs up to 2,400 hp are available on a 24-hour basis.
(CL 660/00) 34/00

Page 185—Paragraph 498, line 3; read:
chapter.)

Customs.-Port Hueneme is a U.S. Customs port of entry, telephone (805) 488-8574.
(CL 660/00) 34/00

Page 185—Paragraph 499 to Paragraph 500, line 6; read:
exempt, must be inspected by U.S. Department of Agriculture and/or the Ventura County Department of Agriculture. There are local representatives in the Oxnard area.

Harbor Regulations.-The U.S. Navy exercises overall Port Control Authority. Port Hueneme, Control One, is on duty at all times, and monitors VHF-FM channel 6; the Oxnard Harbor District is responsible for its commercial operations. The Wharfinger is on duty at all times and guards VHF-FM channel 14; the Wharfinger office is at the E end of Slip A, along with the pilot and tugboat offices. Entrance to the Naval Construction Battalion Center is restricted, and no

COAST PILOT 7 (Continued)

photography is ...
(CL 660/00) 34/00

Page 185—Paragraph 502, lines 1 to 4; read:

Wharves.-Oxnard Harbor District has three 600-foot long deep-draft berths (Wharf No. 1) and two 700 foot-long deep-draft berths (Wharf No. 2). There is also a shallow depth wharf at the W end of the port property adjacent to the entrance channel. It is 379 feet long with 15 to 18 feet ...
(CL 660/00) 34/00

Page 185—Paragraph 503, line 2 to Paragraph 504, line 2; read:

height, 14 feet; three refrigerated warehouses providing 169,731 square feet of covered storage; 15 acres of open storage; more than 36,000 additional square feet of warehouse and office space immediately adjacent to the waterfront; three 60-ton vehicular weight scales; and Central Gate; operated by Oxnard Harbor District.

Wharf No. 2: 1,450 feet long; 35 feet alongside; deck height, 14 feet; 96,000 square feet of warehouse; 10 acres of open ...
(CL 660/00) 34/00

Page 186—Paragraph 529, lines 2 to 3; read:

between the jetties, then turns E into the harbor. In January 2000, the controlling depth was 19 feet at midchannel; ...
(BP 170759) 34/00

Page 195—Paragraph 121, line 4; read:

low-flying aircraft or released from submarines. Submerged metallic remains from these operations may pose a hazard to fishing operations conducted along the seabed. Particular operations are ...
(CL 794/00) 34/00

COAST PILOT 7 31 Ed 1997 Change No. 42

Page 254—Paragraph 84, lines 6 to 7; read:

with a clearance of 80 feet crosses the river about 300 yards E of the mouth. In March 2000, a replacement bridge with a design clearance of 99 feet, was under construction about 0.2 mile above the mouth. The river above the first sharp bend affords excellent protection ...
(CL 822/00) 34/00

Page 355—Paragraph 133, lines 8 to 9; read:

Mile 2.1, the 1st Avenue S dual bascule bridges with a clearance of 22 feet (32 feet at the central 100 feet); thence at Mile 3.3, the 14th Avenue ....
(CL 766/99; CL 1696/98) 34/00

Page 414—Paragraph 528, lines 2 to 3; read:

Kaneohe Bay and Pearl Harbor; the latter is a prohibited area.
(CL 961/00) 34/00

Page 415—Paragraph 557, lines 5 to 6; read:

Honolulu lights.
(CL 961/00) 34/00

Page 415—Paragraph 565, line 1; read:

Anchorages.-Except during ...
(CL 961/00) 34/00

Page 416—Paragraph 569; read:

21˚16'59.2"N., 157˚54'43.1"W., is in depths from about 20 to 30 fathoms, sand and coral bottom, in Mamala Bay between the seaward ends of the two deepwater channels. Mariners are advised not to use this anchorage or to leave the anchorage during periods of large S swell. Use of the anchorages in this area is controlled by the Honolulu harbormaster, and any vessel that wishes to use an assigned anchorage is required to obtain permission from the harbormaster's office. Vessels entering the area anchorages are required to seek traffic clearance from Aloha Tower traffic control on VHF-FM channel 12; call sign, WHX-528. Vessels are also required to advise Aloha Tower of their departure time from the anchorages. All vessels must monitor VHF-FM channels 16 and 12 while they are in the anchorages. Anchorage is not practical in the harbor basins because of the limited swinging room. (See **110.1 and 110.235**, chapter 2, for locations, limits, and regulations.)
(CL 961/00) 34/00

Page 416—Paragraph 575, lines 2 to 5; read:

from the harbormaster. The Aloha Tower, traffic control, can be contacted on VHF-FM channel 12, call sign WHX-528. The traffic controller will assign each vessel a departure time in accordance with harbor regulations, depending on vessel size, type, location in the harbor, and vessel type priority. Once a vessel has checked in with Aloha Tower traffic control, they are required to monitor VHF-FM channel 12 at all times.
(CL 961/00) 34/00

Page 417—Paragraph 591, line 1; read:

Towage.-Tugs up to 4,000 hp, including several z-drive type tractor tugs, are available in Honolulu.
(CL 961/00) 34/00

Page 417—Paragraph 602 to Page 418—Paragraph 620; read:

State of Hawaii, Diamond Head Terminal, Piers 1 and 2: bulkhead wharf on E side of entrance channel; 2,967 feet long, 34 to 39 feet alongside; deck height, 7 feet; about 29 acres of paved open storage; receipt and shipment of general and containerized cargo; owned and operated by the State of Hawaii, Department of Transportation, Harbors Division.

State of Hawaii, Pier 8: 595 feet long; 34 feet alongside; deck height, 7 feet; Aloha Tower Marketplace is at the rear in a former transit shed; owned and operated by the State of Hawaii, Department of Transportation, Harbors Division.

State of Hawaii, Pier 9: 608 feet long; Piers 10 and 11: 956 feet long; 33 feet alongside; deck height, 7 feet; Aloha Tower is on the pier; boarding and disembarking passengers; owned

COAST PILOT 7 (Continued)

and operated by the State of Hawaii, Department of Transportation, Harbors Division.

State of Hawaii, Piers 19 and 20: 1,060 feet long; 32 to 34 feet alongside; deck height, 6 feet; about 2.5 acres of open storage; mooring company-owned towboats and barges; mooring pilot boat; operated by Sause Brothers, Inc.; owned by the State of Hawaii, Department of Transportation, Harbors Division.

State of Hawaii, Pier 21: 425 feet long; 35 feet alongside; deck height, 6 feet; mooring, repairing, fueling, and dispatching company-owned floating equipment; owned by the State of Hawaii, Department of Transportation, Harbors Division; operated by Hawaiian Tug & Barge, an HEI Co.; and Smith Maritime.

State of Hawaii, Piers 22-23: 890 feet long; 31 feet alongside; deck height, 6 feet; 26,000-ton grain elevator; receipt of grain; owned by Department of Transportation, Harbors Division; operated by Hawaiian Flour Mills (HFM); Hawaiian Tug & Barge, an HEI Co.; and Smith Maritime.

State of Hawaii, Piers 24-25: 935 feet long; 20 to 30 feet alongside; deck height, 6 feet; receipt and shipment of conventional, containerized, and roll-on/roll-off general cargo and automobiles by barge in inter-island trade; mooring company-owned towboats, barges, and floating equipment; owned by the State of Hawaii, Department of Transportation, Harbors Division; operated by Young Brothers Ltd., an HEI Co.; and Hawaiian Tug & Barge, an HEI Co.

State of Hawaii, Pier 26: 695 feet long; 23 to 30 feet alongside; deck height, 6 feet; receipt and shipment of conventional, containerized, and roll-on/roll-off general cargo and automobiles by barge in inter-island trade; owned by the State of Hawaii, Department of Transportation, Harbors Division; operated by Young Brothers Ltd.

State of Hawaii, Pier 27: 885-foot-long face, 150 feet outside; 29 feet alongside face; deck height, 7 feet; receipt and shipment of conventional, containerized, and roll-on/roll-off general cargo and automobiles by barge in inter-island trade; owned by the State of Hawaii, Department of Transportation, Harbors Division; operated by Young Brothers Ltd.

State of Hawaii, Piers 28 and 29: 1,290 feet long; 29 to 31 feet alongside; deck height, 7 feet; receipt and shipment of conventional, containerized, and roll-on/roll-off general cargo and automobiles by barge in inter-island trade; owned by the State of Hawaii, Department of Transportation, Harbors Division; operated by Young Brothers, Ltd.

Chevron Products Co., Honolulu Pier 30: 270 feet long; 30 to 31 feet alongside; deck height, 6 to 7 feet; receipt and shipment of petroleum products; bunkering vessels; owned and operated by Chevron Products Co., Inc.

State of Hawaii, Piers 31A, 31, 32 and 33: 1,440 feet long, 34 feet alongside; deck height, 7 feet; about 5 acres of open storage; receipt and shipment of conventional general cargo in foreign and domestic trade; receipt of lumber, automobiles, caustic soda, and miscellaneous bulk commodities; bunkering vessels; owned and operated by the State of Hawaii, Department of Transportation, Harbors Division.

State of Hawaii, Pier 34: 550 feet long; 34 feet alongside; deck height, 7 feet; receipt of petroleum products, shipment of bulk cement; owned by the State of Hawaii, Department of Transportation, Harbors Division; operated by Tosco Distribution Co.; Tesoro Petroleum Corp.; and Hawaiian Cement Corp.

State of Hawaii, Pier 35: 705 feet long; 18 to 35 feet alongside; deck height, 7 feet; mooring company-owned vessels; owned by the State of Hawaii, Department of Transportation, Harbors Division; operated by the State of Hawaii, Department of Transportation, Harbors Division; and Smith Marine.

State of Hawaii, Pier 36: 68-foot-long face, lower side 546 feet long, upper side 432 feet long; 34 feet alongside face and lower side, 6-20 feet along upper side; deck height, 7 to 7½ feet; mooring fishing vessels; mooring company-owned floating equipment; handling equipment, materials, and supplies; owned by the State of Hawaii, Department of Transportation, Harbors Division; operated by the State of Hawaii, Department of Transportation, Harbors Division and P&R Water Taxi, Ltd.

State of Hawaii, Pier 39: 105-foot-long face, 32 feet alongside; lower side 1,213 feet long, 24 to 32 feet alongside; upper side 1,025 feet long, 33 feet alongside; deck height, 8 feet; about 9.5 acres open storage; receipt and shipment of conventional, containerized, and roll-on/roll-off general cargo and automobiles by barge in inter-island trade; owned by the State of Hawaii, Department of Transportation, Harbors Division; operated by Young Brothers, Ltd.

State of Hawaii, Pier 40: lower and upper sides 1,005 feet long; 25 to 32 feet along lower side, 27 to 33 feet along upper side; face 250 feet long, 33 feet alongside; deck height, 8 feet; about 13 acres open storage; receipt and shipment of conventional, containerized, and roll-on/roll-off general cargo and automobiles by barge in inter-island trade; mooring company-owned floating equipment; owned by the State of Hawaii, Department of Transportation, Harbors Division; operated by Young Brothers, Ltd.

State of Hawaii, Pier 51A: 556 foot face; 39 feet alongside; deck height, 8 feet; receipt and shipment of containerized general cargo in foreign and domestic trade; receipt of petroleum products; owned by the State of Hawaii, Department of Transportation, Harbors Division; operated by Sea-Land Service, Inc. and Airport Group International, Inc.

State of Hawaii, Piers 51B and 51C: 1,346-foot face; 39 feet alongside; deck height, 8 feet; two 37.5-ton cranes; receipt and shipment of containerized and roll-on/roll-off general cargo in foreign and domestic trade; receipt and shipment of molasses; owned by the State of Hawaii, Department of Transportation, Harbors Division; operated by Matson Terminals, Inc.

Piers 52A, 52B, and 53: total length, 3,000 feet; 40 feet alongside; deck height, 8 feet; seven cranes to 45 tons; receipt and shipment of containerized and roll-on/roll-off general cargo and automobiles in inter-island trade; receipt and shipment of molasses; owned by the State of Hawaii, Department of Transportation, Harbors Division; operated by Matson Terminals, Inc. and Alexander & Baldwin, Inc.

(PS 50/99; CL 961/00; CL 1565/99) 34/00